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116 NEW SNOWMOBILES

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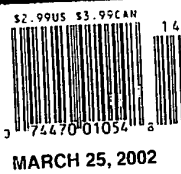
First Impressions
Of The 2003 Models



PLUS!

- > Moulton Wins At Valcourt
- > Kelly Takes Woody's Challenge

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ONE FOR THE AGES

Although the MX Z REV has been the media darling during the last few months, Ski-Doo has also unveiled a plethora of new technology and expanded more of it throughout its lineup.

Don't get us wrong, the MX Z REV certainly is different, and at Rode Reports, the staff got a lot more ride time on the sled. Most liked it, save for its love-it-or-hate-it looks. Besides the MX Z REV machines, Ski-Doo has a lot more in store for 2003. From a semi-direct injected engine to a new air shock to its 1000cc four-stroke mill, the Valcourt, Quebec, company keeps pushing the envelope.

The MX Z REV: Not Your Dad's Machine

When we first heard about the MX Z REV machines, we were a little skeptical about how they would perform.

With its new pyramidal frame, seating position, A-arm front suspension and out-of-this-world styling, it dared to be different. And it is. After throwing a leg over it for the first time, we weren't ready (or accustomed) to the new seating position. After putting countless miles on it at Rode Reports most everyone who piloted it enjoyed the experience.

The MX Z REV machines are available in two options: the spring-only X package and the full-build Sport with a new 600 H.O. or the returning 800 powerplants. Both engines are nippers and deciding on one depends on how much of a speed demon you are.

Ski-Doo's new A-arm front suspension soaks up the bumps well as does the SC-10 III rear with 14.5 inches of travel. The REV's weight is more compact and centralized for better handling. The REV is also about new ergos. Traditionalists will be taken aback slightly when they first climb aboard, but after a few miles you get accustomed to the more natural seating position.

Ski-Doo moved the hand and thumb warmer controls to the handlebars for easier operation, and the handlebars move 2 inches up or down, depending on individual tastes. Analog white-face gauges are intermixed with a digital odometer/speedometer readout.

Also, the MX Z REV comes with what Ski-Doo calls a "1+1" configuration. An optional clip-on passenger seat attaches to the back of the standard seat, which covers an oversized trunk.

Standard MX Zs Return

Maybe you're not into the new REV. That's OK, because Ski-Doo still offers the standard MX Z. All liquid-cooled MX Zs are now available in the ZX-X chassis. Available packages include the Adrenaline, Renegade, Trail and fan-cooled versions.

The ZX-X chassis offers a tilted tunnel and wide running boards. All liquid-cooled MX Zs also come with the SC-10 III rear skid with 11.5 inches of travel. Up front is the Advanced Direct Shock Action (ADSA) sus-



MX Z 600 H.O.

pension with 10 inches of travel.

There are several engine options available including the 500, 600, 600 H.O., 700 and 800 twins. Other features like Digital Performance Management (DPM) and Rotax Electronic Reverse (RER) are available depending on the package. Also, some models are equipped with the new TRA III drive clutch.

The MX Zs in the ZX-X package are thrillers to ride. The Renegade hybrid trail/mountain sled returns for a second year. It comes with either a 600 H.O. or 800 engine option.

The MX Z Fan comes with either a new 550 fan-cooled mill or the 380 fan. The new 550 is more powerful than the engine it replaces. Also, new plastic skis adorn the MX Z leaf blower.

Legends Up The Ante

Over the years, Ski-Doo's solo touring and 2-Up sleds have been the guinea pigs of the lineup. New technology is featured on these sleds before it trickles to other sleds.

This year is no different. On the Legend 800 SE, Ski-Doo unveiled a semi-direct

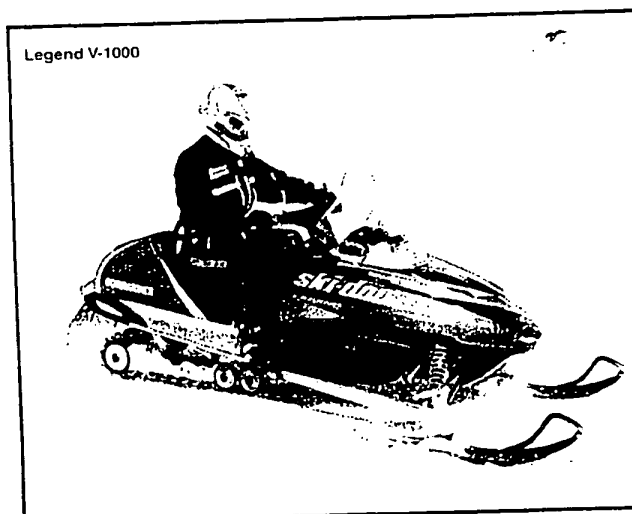


MX Z 800 REV



MX Z 550 Fan

injected (SDI) engine. Fuel is sent straight to the combustion chamber through two injector nozzles, eliminating the carbs. The engine burns cleaner than traditional two-strokes and it increases fuel and oil economy. The 600 and 700 twins are also available for the Legend SE.



Legend V-1000

On the Legend Sport is Ski-Doo's introduction into the four-stroke market — the V-1000. The V-twin engine is fairly snappy, although it won't break any land speed records. But for those who want a quieter, cleaner ride, the V-1000 offers it. The V-1000 reduces hydrocarbon emissions up to 50 percent and increases fuel economy up to 25 percent. The Legend Sport also has the 500, 600 and 700 twin engines available.

The Legend SE and Sport come with the SC-10 III rear with Variable Rate shocks and ADSA front with 12 and 10 inches of travel, respectively.

The Legend Fan is available with the new 550 fan-cooled twin or the 380 fan. The SC-10 rear skid soaks up the bumps with 10 inches of travel. The ADSA front also gives 10 inches of travel.

The Grand Touring Segment Moves Forward

Like the Legends, the granddaddy of 2-Ups, the Grand Touring SE, comes with the new 800 SDI engine. New for 2003 is the SC-10 III rear suspension with 11.5 inches of travel. The rear is also equipped with a new Auto Air shock that automatically adjusts the ride height and preload via a hydraulic pump inside the shock.

Up front is the ADSA suspension with 10 inches of travel. A 600 and 700 engine option is available.

The Grand Touring Sport comes with the 500, 600, 700 or V-1000 engine options. Like its bigger brother, it gets the SC-10 III rear with Variable Rate shocks and a host of other touring goodies. The Grand Touring Fan comes with the new 550 fan-cooled powerplant or the 380 fan. In addition to the new 550 fan engine, it comes with new plastic skis.

Riding To The Summit

Ski-Doo's newest mountain sled offering is a doozy — a 159-inch doozy. The Highmark Extreme boasts a 159-inch track. Although one might think its long track would make it ride like a 1979 station wagon, it doesn't. It's fairly nimble on and off the trail.

The Extreme comes with a new 800 H.O. twin engine. The engine has about 7 percent more power than the standard 800 twin. It has all the mountain sled goodies along with RER and the new TRA III drive clutch. The Highmark X 151 and X 144 return as spring-only sleds. These two sleds are differentiated by the track length and engine options.

The Highmark comes with the 700 or 800 H.O. engine options. It also gets the new TRA III drive clutch, a 151-inch track and more mountain extras. The Summit Adrenaline comes with the 600 H.O., 700 or 800 H.O. engine choices.

The Summit fan gets the new 550 fan-cooled mill.

All the mountain sleds are cushioned by the SC-10 rear and ADSA front. All liquid-cooled Summits now come in the ZX-X chassis.

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